

#### IV. RECOMMENDATIONS

The recommended thoroughfare plan for Scotland Neck is shown in Figure 2 and described as follows.

##### Major Thoroughfares

US 258 (Main Street) provides radial access to Scotland Neck from the north and south. Being the only continuous north-south route through Scotland Neck, it also serves as a crosstown thoroughfare. The highest traffic volumes in the planning area occur on this route in the central business district with ADTs of 11,100 between Ninth Street (NC 903) and Twelfth Street (NC 125). The existing cross-section in the CBD is 72 feet; however, due to center-of-the-street and side parking there is only one travel lane in either direction resulting in an inadequate level of service.

By the year 2000, traffic volumes are expected to exceed the capacity on US 258 from 16th Street to the north corporate limits and approach capacity from the corporate limits to the northern boundary of the planning area. It is recommended that US 258 to the northern corporate limits be improved to a 36 foot section as shown in Figure 3, Section K.

NC 903 provides radial access to Scotland Neck from the east as Ninth Street and from the west in conjunction with NC 125 as Twelfth Street. It is recommended that NC 903 east of Main Street be rerouted on Twelfth Street to provide more direct cross-town movement and reduce some congestion on Main Street. Twelfth Street has a wider cross-section than Ninth Street and will provide sufficient capacity throughout the design period.

NC 125 serves as a radial providing access from the west as Twelfth Street and from the southeast. It is common with US 258 from the south end of town to Twelfth Street. With the exception of the segment through the CBD, NC 125 is adequate for the design period.

Brawley School Road. The improvement and extension of Brawley School Road will serve two functions. Through the provision of a connector between NC 903 East and US 258 north, traffic volumes on Main Street will be reduced and movement between the northern and eastern sectors of town will be facilitated. A 36 foot curb and gutter cross section as shown in Figure 3, Section K. is recommended.

SR 1117 is a major thoroughfare from the northwest.

##### Minor Thoroughfares

Chestnut Street from Ninth Street to 16th Street is proposed as a minor thoroughfare and functions as a crosstown route.